

without gaining significant heat from the engine 100 and exhaust system 24. As shown in Figure 4, it is preferable for a seal 215 to be provided between the duct 213 and the inlet 202 to prevent air leakage therebetween. It is also contemplated, however that the air box 200 may be positioned aft of the engine 100 such that the inlet 202 may directly communicate with the inlet opening 211 or such that a relatively shorter length of heat-shielded duct 213 may be necessary. A filter (not shown) may be positioned at inlet 202 or the inlet opening 211 within the air flow to screen or prevent particles from entering the air box 200.

[0032] Figure 5 shows the fastening device 212 in more detail. As shown, the fastening device 212 may include one or more circular clamps 214 and a flexible member 216. The flexible member 216 has a configuration that allows it to be disposed around the outlet 208 on one end and an associated end portion of the conduit 210 on an opposite end. The circular clamps 214 are then secured around the flexible member 216 proximate each end thereof to thereby secure the flexible member 216 to each of the outlet 208 and the conduit 210. It is preferable for the fastening device 212 to include the flexible member 216 to allow relative vibrational movement between each of the outlet 208, conduit 210 and the turbocharger 300 to prevent fatigue stress and possible cracking of any of these parts or the fastening device 212 itself, as may occur with a rigid connection at these points due to vibrations caused by the engine 100 and movement of the snowmobile 10.

IN THE CLAIMS:

Please replace claims 3, 4, 5, 6, 7, and 11 as follows:

3. (Amended) A snowmobile as in claim 2, further comprising a heat exchanger formed of a heat conductive material connected to said turbocharger such that the pressurized air from said turbocharger may enter therein, said heat exchanger being